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## Mails.

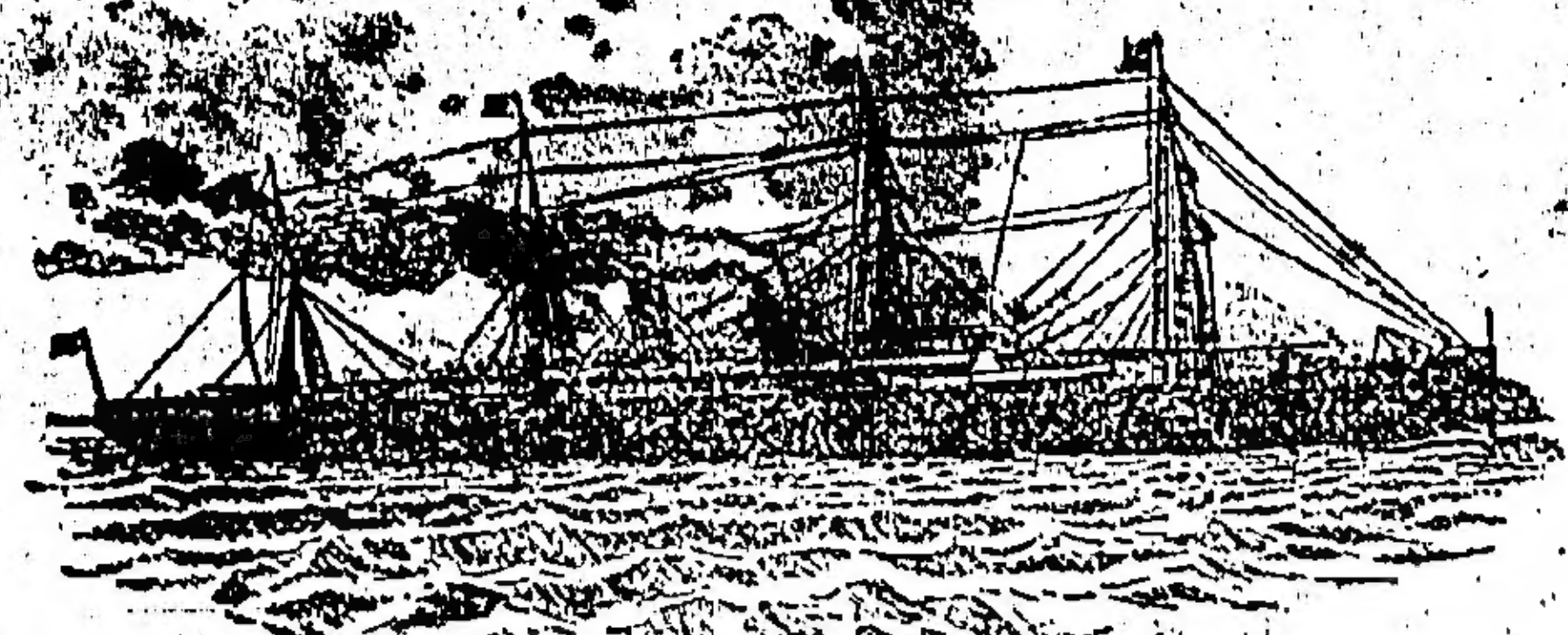
## BOVRIL DEFIES DISEASE.

The fact that over 500 British hospitals and kindred public institutions use and prescribe Bovril is sufficient in itself to prove that it fortifies the system against disease. As rats infest a dirty, unhealthy tenement, so disease will instal itself in a demerged system and take a hold. Bovril shakes the grip when disease is there by making clean, healthy blood; the attack weakens, the microbes die, and Bovril is triumphant. But do not use Bovril only to expel the invader; prepare your system against the attack of disease by using it to invigorate and create clean and wholesome blood and organs. The result will please you.

BOVRIL is an energising and sustaining beverage, which by its merits has become a household word from one end of the world to the other. Just as the electric light has surpassed the rushlight of our grandmothers, so Bovril has surpassed the meat extracts and beef teas of a quarter of a century ago. It is the culmination of scientific achievement in the production of a strengthening, nourishing and vitalising food beverage. In health, Bovril is a shield against the effects of a muggy, humid climate; in weakness, a substitute for regular meals; and in sickness, the right hand of the doctor and nurse in their efforts to provide the patient with true nourishing food, readily taken, palatable, and digestible.



U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 22nd July, at Noon.
"GABRIC"	TUESDAY, 29th July, at Noon.
"HONGKONG MARU"	TUESDAY, 5th August, at Noon.
"CHINA"	THURSDAY, 14th August, at Noon.
"DOBIC"	FRIDAY, 22nd August, at Noon.
"NIPPON MARU"	SATURDAY, 30th August, at Noon.

THE P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, (thru INLAND SEA), YOKOHAMA and HONOLULU, on TUESDAY, the 22nd instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

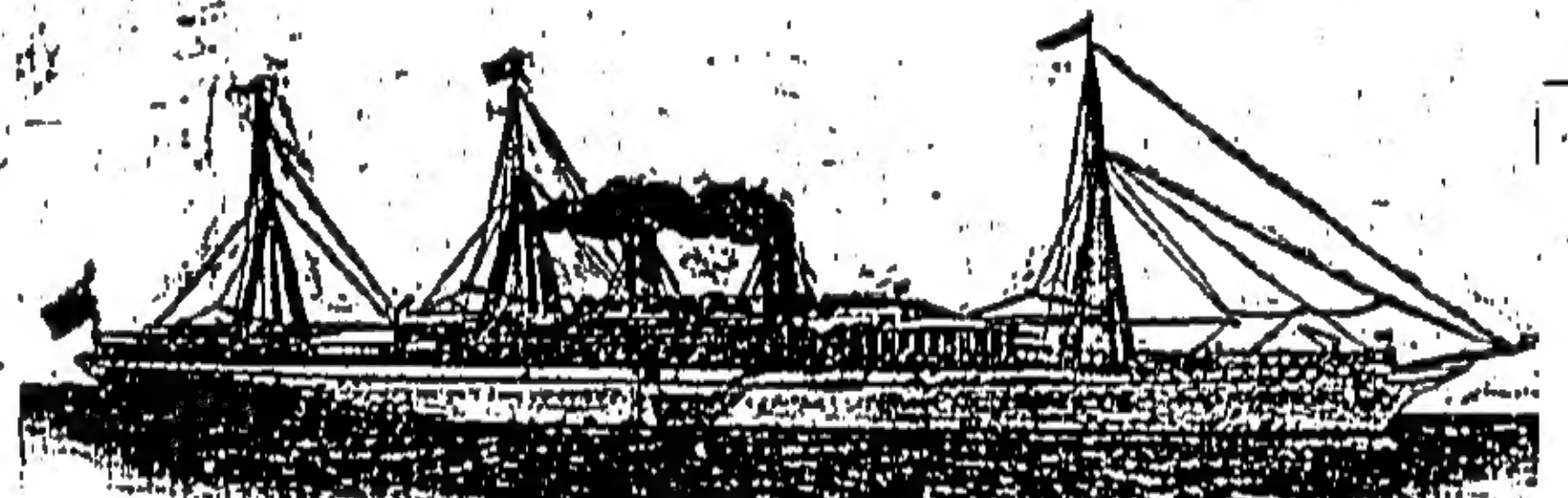
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN, Agent.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. ATHENIAN	Comdr. H. Mowatt	SATURDAY, 26th July.
EMPEROR OF CHINA	Comdr. R. Archibald	R.N.R. WEDNESDAY, 6th Aug.
EMPEROR OF INDIA	Comdr. O. P. Marshall	R.N.R. WEDNESDAY, 27th Aug.
TARTAR	Comdr. E. Beetham	R.N.R. WEDNESDAY, 10th Sept.
EMPEROR OF JAPAN	Comdr. H. Pybus	R.N.R. WEDNESDAY,

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SILESIA	HAVRE and HAMBURG.	30th July.	Freight.
Bahle	(Calling at SINGAPORE and COLOMBO).		Passengers.
AMBRIA	HAVRE and HAMBURG.	14th Aug.	Freight.
Ehlers	(Calling at SINGAPORE and PENANG).		
C. FERD. LAEISZ	HAVRE and HAMBURG.	28th Aug.	Freight.
Fuchs	(Calling at SINGAPORE and COLOMBO).		
KONIGSBERG	HAVRE and HAMBURG.	10th Sept.	Freight and Passengers.
Mayer	(Calling at SINGAPORE and PENANG).		
ANDALUSIA	HAVRE and HAMBURG.	24th Sept.	Freight.
von Dohren	(Calling at SINGAPORE and COLOMBO).		
FREIBURG	HAVRE and HAMBURG.	8th Oct.	Freight.
Prösch	(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 7, Queen's Building.

Hongkong, 16th July, 1902.

Auctions.

PUBLIC AUCTION.

MR. LAMBERT has received instructions to Sell by PUBLIC AUCTION, on

MONDAY, the 22nd day of July, 1902, at 3 o'clock P.M., at his Offices, Duddell Street, TWO LOTS OF VALUABLE LEASEHOLD PROPERTY, Situate in HOLLYWOOD ROAD, UPPER LASCAR ROW AND WELLINGTON STREET.

The Property consists of— LOT 1.—INLAND LOT No. 204, held for the residue of a term of 999 years from the 2nd March, 1846, at the annual Crown Rent of \$41.00.

The following houses until recently stood upon the Lot Nos. 139, 141 and 143, Hollywood Road and Nos. 2, 4 and 6, Upper Lascar Row. Nos. 2, 4 and 6, Upper Lascar Row were recently destroyed by fire and have not yet been rebuilt. The monthly rental received before the fire was \$170.

LOT 2.—INLAND LOT No. 1309, held for the residue of a term of 999 years from the 22nd January, 1844, at the annual Crown Rent of \$12.00. No. 26, Wellington Street is situated on these premises. Monthly Rental \$80.

For Particulars and Conditions of Sale, apply to Messrs. DEACON & HASTINGS, 10, Queen's Road Central, or to THE AUCTIONEER.

Hongkong, 23rd June, 1902.

PUBLIC AUCTION.

THE Undersigned have received instructions from A. C. S. MANNERS, Esq., to Sell by PUBLIC AUCTION, on

WEDNESDAY, the 23rd July, 1902, at 11 A.M., within his Residence, "DERRINGTON," Peak Road, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising— SILK AND SILK TAPESTRY DRAWING ROOM FURNITURE, MOROCCO COVERED SOFA AND CHAIRS, One Set of AMERICAN BEDROOM FURNITURE, MAHOGANY EXTENSION DINING TABLE, DOUBLE and SINGLE BRASS BEDSTEADS with WIRE and HAIR MATTRESSES, SILK GOODS, HAND-PAINTED DESSERT SET, OLD DRESDEN VASE (Hand-Painted), BRASS and BRONZE VASES and ORNAMENTS, BLACKWOOD WARE, TIENTSIN CARPETS and RUGS, PAINTINGS and ENGRAVINGS, AMERICAN SIDEBOARD and TABLES, TEAKWOOD OVERMANTEL and WARDROBES with BEVELED GLASS, BOOK-SHELF, NAPERY, CUTLERY and CROCKERY WARE, PANTRY and KITCHEN REQUISITES as usual.

Also A Large Number of Classical and other Works in English and French, a Quantity of Works in other PLANTS with FOTS and STANDS, ONE LADY'S BICYCLE, ONE COTTAGE PIANO by Newby and Evans, New York.

A Large Assortment of MASSIVE SILVER TRAYS, BOWLS, CUPS, FRUIT DISHES, Catalogue can be had on application to the undersigned on and after the 17th inst. On view from Saturday, 19th inst. TERMS.—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th July, 1902.

Notices of Firms.

NOTICE.

WE have this Day been appointed AGENTS of the MANCHESTER ASSURANCE COMPANY and are prepared to accept RISKS at Current Rates. ALEX. ROSS & CO. Hongkong, 1st July, 1902.

NOTICE.

MR. J. P. BRAGA having this Day taken up his appointment as MANAGER of THE "HONGKONG TELEGRAPH" CO., Ltd., all Business Communications and matters relating to Advertisements should be addressed to him. Dated 1st July, 1902.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at consignees' risk and expense. Cargo remaining on board after the 16th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSON & CO., LIMITED, Agents.

Hongkong, 14th July, 1902.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH" FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and/or from the Wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th August, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th July, 1902.

Consigners.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

S.S. "KIAUTSCHOU" of the HAMBURG-AMERIKA LINIE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited; Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 15th, and THURSDAY, the 17th instant, at 9.30 A.M.

All Claims must reach us before the 24th instant, or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 10th July, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company who will survey goods at 11 A.M. on TUESDAY and FRIDAYS. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

E. A. HEWETT, Superintendent.

Hongkong, 10th July, 1902.

STEAMSHIP "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. Tigre, and from Bordeaux, ex s.s. Cambrai and Ville de Valenciennes, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., TO-DAY, the 14th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 22nd instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st instant, or they will not be recognized. All damaged packages will be examined on MONDAY, the 21st instant, at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, 14th July, 1902.

FROM HAMBURG, BREMEN, ANTWERP, PENANG AND SINGAPORE. THE H.A.L. Steamship

"C. FERD. LAEISZ," Captain Fuchs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 14th July, 1902.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE. THE Company's Steamship

"SANUKI MARU," having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON TO-DAY.

Goods not cleared by the 22nd instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 25th instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 15th July, 1902.

NEW VICTORIA HOTEL.

RESTAURANT.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Trifling Moderate Rates. Madar & Farmer, Proprietors.

Hongkong, 10th September, 1901.

Hotels.

HOTEL CRAIGIEBURN.

PRUNKET'S GAP, the PEAK, near the TRAN TERMINUS, Tel. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

GO TO THE KOWLOON HOTEL, KOWLOON.

J. H. DOWNS, Manager.

J. W. OSBORNE, Proprietor.

THE CONNAUGHT HOUSE, QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

Apply to

F. A. SILVA, Manager.

TERMS MODERATE. Hongkong, 24th May, 1902.

THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty. Under entirely new management.

J. LACOCK.

"BOA VISTA," (HOTEL SANITARIUM OF SOUTH CHINA) MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers. The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."

METROPOLE HOTEL.

Convenient distance from town, delightful situation.

BOARD AND RESIDENCE.

HOTEL CENTRAL, No. 170, Settlement, Yokohama.

THE most centrally situated Hotel in Yokohama within five minutes of Hatoba (Landing Pier), Banks, Post Office and Principal Foreign and Japanese Stores. French Cuisine. Airy and Spacious Bedrooms. Electric Light throughout. All steamers met on arrival. Tariff inclusive of board from 3 yen a day. French Spoken. English and French Billiards. Best qualities of Wines and Liquors.

Telegraphic Address: "VERISSEL," Yokohama.

L. VERISSEL, Proprietor & Manager.

27th March, 1902.

Intimations.

W. BREWER & Co.

Mrs. HENRY WOOD'S FAMOUS NOVELS, each \$1.00. GEO. CANTERBURY'S WILL. DENE HOLLOW. THE CHANNINGS. TREVLYN HOLD. WITHIN THE MAZE. ANNE HEREFORD. POMEROY ABBEY. LADY ADELAIDE. VERVERS PRIDE.

MASTER OF GREYLANDS. OSWALD CRAW. ORVILLE COLLEGE. RED COURT FARM. Mrs. HALLIBURTON'S TROUBLES. EDINA. ELSTERS FOLLY. LORD OAKBURN'S DAUGHTERS. ROLAND YORKE.

Hongkong, 12th July, 1902.

INCANDESCENT GAS LIGHT.

he attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

Telegraphic Address: MARINEWORK, HONGKONG. Code Used: A and A B C, 4th Edition.

E. C. WILKS & Co., MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Designs and Specifications Prepared. Office: 9, Queen's Road Central.

Hongkong, 8th November, 1901.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898.

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND GENERAL EXPORTERS.

No. 35, Queen's Road Central.

Next Door MESSRS. LANE, ORAWFORD & Co.

Hongkong, 10th November, 1901.



ENGLISH AND AMERICAN OOM-  
PETITION IN CHINA.

The import of cottons into Wuhu has remained steady, says Mr. Consul Ker, the slight decrease in T-cloths, sheetings, cotton-prints, English and Japanese yarn, being balanced by an increase in shirtings, chintzes, cotton lastings, and Italians. American "drills" seem to be gaining at the expense of English. 3,105 pieces English drills (£1,739) were imported as against 13,945 pieces American (£9,490) English drills are below the average for the last 10 years, which is 5,050 pieces, falling from 7,365 pieces in 1893 to 2,730 in 1898; whereas in American drills the figures show a reverse process, the average is 7,811 pieces rising from a minimum of 2,993 in 1893 to a maximum of 16,865 in 1899. Out of the 64,817 pieces of sheetings imported, 60,052 pieces (£2,066) are British and 3,665 pieces (£2,068) American; the average quantities for 10 years being:—British, 68,356 pieces; American, 916 pieces; but the steady increase of the American article in the last four years (1898, 1,160 pieces; 1899, 1,340 pieces; 1900, 2,000 pieces; 1901, 3,565 pieces) foretells a closer competition in this item also. It is said that the Chinese prefer the American drills and sheetings to the British on account of their greater thickness and durability.

## THE SUEZ CANAL COMPANY.

The annual general meeting of the shareholders of the Suez Canal Company was held last month in Paris. Prince Auguste d'Arenberg, the Chairman of the Company, presided, being supported by the Hon. Michael Herbert, of the British Embassy, representing the English Government, one of the two largest shareholders present. The other English Directors of the Company who attended the meeting were Lord Rathmore, Sir E. Davies, Sir Thomas Sutherland, Sir C. W. Fremantle, Mr. R. S. Donkin, M.P., Mr. R. Alexander, Mr. H. Austin Lee, and Mr. Westray. The Report of the Board of Directors was read and adopted without discussion, as was also the Resolution fixing the dividend at 15 francs net per share. The appointments as Directors of Mr. Frederick Green, of the Orient Pacific Line, in place of Sir James Laing, deceased, and M. Casimir-Perier, the ex-President of the Republic, in place of M. Jules Herbet, deceased, were ratified, and the four retiring Directors, M. J. Cambefort, Sir E. Davies, Count Charles de Lesseps, and Sir John Stokes were re-elected without opposition or discussion.

THE QUESTION OF 12-IN. GUNS  
FOR THE NAVY.

With Admiral Sir J. O. Hopkins, G.C.B., presiding, Mr. Frederick T. Jane recently read a paper before the Royal United Service Institution with the title, "Are 12-in. guns in battleships the best value for the weight entailed? A plan for ships designed to suit our strategic needs." Mr. Jane opened his arguments by replying to the following question, "Do we sacrifice too much to the 12-in. gun fetish, when we reflect on our probable duties in war?" Examining this question both from the tactical and strategic standpoint, Mr. Jane, on the first hand, asserted that our naval constructors had made little advancement since they designed in the "seventies vessels," when solid shot and common shell were both regarded as projectiles to be met and before the theorist took the bit between his teeth. Working on this assumption, he maintained that "in a frigate attempt to keep out shot from certain spots the shell had been forgotten." He held that the naval architects had remained wedded to the theories which inspired the Dreadnought, and for evidence of this he pointed to the Trafalgar type. "Then," he said, "was created

AN ARTIFICIAL AXIOM, that in battle the Trafalgar's enemy would fire his big guns at the Trafalgar's big guns (which he could not get through) and his little guns at the Trafalgar's secondary guns, protected by minor armour (which also he could not then get through). "Or else, if this seems too absurd, he proceeded on the argument that the secondary guns were essentially secondary, and worthy only of what could be spared for them. This idea might be right or it might be wrong; from the Trafalgar to the King Edward our designers had never questioned it. "Protect each gun with armour able to defeat that gun—that is the receipt upon which every ship in the world is built." The lecturer next proceeded to argue that the guns in the secondary batteries, from 6-in. to 8-in., would perform all necessary work and that for the "vital blow" at near range, "that range is well inside torpedo range, and surely a torpedo is as likely to hit a ship as a big gun projectile is to secure direct impact upon some tiny and well-nigh-invisible fraction of the enemy's area. For the coup de grâce, is not the torpedo a substitute for the big gun?" In dealing with what he called the strategic aspect of the question, Mr. Jane advised

THE SACRIFICE OF THE HEAVIER GUNS or their protection for speed, and a greater number of quick fire. The tenor of his convictions is probably found in the following dicta:—"That our policy of battle unit construction is based upon everything save a conception of our most probable war duties, that we ignore our almost certain numerical superiority, that we are unreasonably following a fetish of the early seventies, and for years have squandered weight on four big guns, without ever asking ourselves why; that in fine the Duncan, Queen, King Edward VII., and to a great extent the Drake also, all alike exhibit a failure to conceive our strategic needs. The first three, represent excessive means of cooking the hare and none for catching him: the latter catching, with too limited cooking appliances. A mean will give us an individually

G. GIRAUD, GENERAL GROCERIES,  
PROVISION AND BAKER.

inferior cooking apparatus may be, but, since we have numbers on our side, does that matter? Is not the ability to catch under all conceivable circumstances worth the safe sacrifice of 'big gooseberry armaments'? Is there anything outside 2,000 yards that the big guns in its hundreds of tons of medieval castle can effect that its weight in 6-in. guns without the castle could not effect equally well? And inside 2,000, what in these days of gyro is there that the torpedo cannot effect with far more certainty?"

DR. CANTLIE ON PHYSIQUE  
AND ABILITY.

The question whether physique has anything to do with mental ability is discussed in *The Practitioner* (London) by Dr. James Cantlie (formerly of Hongkong). According to an abstract in *The Medical Record*, the writer says that our greatest thinkers and our foremost men in many branches of life are far from robust. Pale, sunken-cheeked men, with insignificant frame and troublesome digestion, are often endowed with mental capacity of the highest order. It is often argued that it is brains that are wanted nowadays, not muscle, and we are apt to console ourselves that what the town-reared child loses in physique is gained in the rapid development of mental power. The typical citizen of the United States is pictured by Dr. Cantlie as a tall, gaunt, dyspeptic-visaged man with hollow cheeks and lined features. We are told he says; to look upon this man as the CONCENTRATION OF PROGRESSIVE ABILITY. "Can this be?" asks Dr. Cantlie. Can man's frame and physique be changed, and yet what we call a healthy race continue? Are the men just cited the kind of human beings wanted for the future, and, if so, is this a healthy individual, and are his children to inherit the earth? Dr. Cantlie replies to his own questions by saying: "We will let the United States answer for themselves—but as to Great Britain, such men are not the type we hope to see become general." Commenting on all this, *The Medical Record* (American) says:—

"In the first place it may be said that the evil effects upon the health and physique of living in large cities are as greatly deplored—though not so evident—in this country as in Great Britain, and that the matter has for long received the weighty consideration of thinking men, with a view to bettering the condition of things. It is quite true that TOWN DWELLERS DETERIORATE PHYSICALLY, but it is but no means certain that they, as a rule, excel in mental powers. But even if it be so, this superior ability of brain will not compensate for the loss of stamina and virility which is almost invariably the lot of a descendant of dwellers in cities.

"Regarding Dr. Cantlie's remarks on the European's idea of a typical American, although the picture is not entirely out of drawing, yet it is sufficiently so to convey a mistaken impression of the inhabitants of America taken en masse. The American whose ancestors have been in the country for generations is, perhaps, inclined to be a nervous, excitable, energetic, and somewhat dyspeptic individual—but, nevertheless, not generally unhealthy, and most decidedly not effete.

"But the fact must always be borne in mind that the United States is continually TAKING IN FRESH BLOOD, which keeps up the standard of her population as a whole to a height quite equal, if not superior, to that of any European nation.

"No one, however, can disagree with Dr. Cantlie's contention that ability without physique is not of much use, and also that town life tends to degenerate the physical powers."

An interesting point in *The Record's* reply to Dr. Cantlie is its admission that the true American—be of several generations of American ancestry—is inclined to be neurotic. Is it true, asks the *Literary Digest*, from which the above is taken, that our only hope is in continued immigration?

## NEW FRENCH GUN IN CHINA.

"UP TO EXPECTATION." The *France Militaire* reviews the working of the new French gun in China. It experienced very rough work, but at the end of the campaign was in a satisfactory condition. It first came into action on December 31, 1900. According to a *Times* quotation from the *French Journal*:

The Boxers were strongly entrenched some 600 ft. or 700 ft. above the level of the plain, from which position to Pomm. mountain guns had been unable to dislodge them, when General Bailoud brought two of the new 75mm. guns to bear upon them. Fire was opened at 2,100 metres, and the Boxers were almost immediately driven out of their position with heavy loss, and the pagoda, which formed his centre was completely gutted. At Te-wen, on May 21, 1901, two 75mm. guns fired 176 projectiles, seventeen of them being

CHARGED WITH MELINITE, and it is estimated that at least 50 per cent. took effect. A sweeping fire was first used against a line of Boxers in irregular extended order at 1,500 metres, and the Boxers speedily disintegrated. The firing against a village later in the day was less successful, and it is supposed that the range was not properly ascertained. As an experiment General Bailoud ordered fire to be opened on a pagoda at a distance of 3,400 metres. The statues of Buddha in the principal hall of the building were riddled with balls and pieces of shell, and the place was partly set on fire. Practice at a wall about 30 ft. high, 60 ft. long, and 16 ft. thick was not so good, as it took thirty rounds from each of the two guns to make a practicable breach.

On the whole, says the *France Militaire* it is considered that the new gun fully answered the expectations formed of it.

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Hongkong, 22nd November, 1901

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 16, 1902.

THE CHANCELLOR OF THE  
EXCHEQUER.

From Reuters' service of telegrams, published in another column, it will be seen that one of the most criticised of all our great statesmen, the Rt. Hon. Sir MICHAEL HICKES-BRACE, has followed in the footsteps of our late Prime Minister and given up his high Parliamentary office. As Chancellor of the Exchequer he will be known for many years, and in his last—the most severely criticised of all the Budgets he has had the honour of introducing since the SALISBURY Government came into office seven years ago—he has been taken to task over the Corn Duty and the extra penny on the Income Tax, which in spite of prolonged and powerful opposition have had to stand. There can be no doubt that Sir MICHAEL is a man who knows his own mind, and yet is capable of yielding when the arguments against him are strong enough to modify his opinion as to the wisdom of his own proposals. He is essentially a man upon whom the eye of the public is steadily fastened, and when new Budgets have come round for discussion he has been the man of the hour who has had to deal to a great extent with the question of demand and supply. But during his tenure of office he knew the minds of his people, could regulate them to a nicety and exact the due necessary for the revenue of the country. He entered Parliament in 1864 as member for East Gloucestershire, and ten years later, when the Conservatives were in office, he was appointed Chief Secretary for Ireland. On taking that office he was sworn on the Privy Council, and in 1887 was admitted to a seat in the Cabinet. He was also nominated as Secretary of State for the Colonies, and on the accession of Lord SALISBURY in 1895, he was appointed Chancellor of the Exchequer, with the leadership of the House of Commons. This he held until the late Mr. GLADSTONE's return to power and on the dissolution of Parliament, in 1896, he was re-elected for West Bristol and accepted the office of Chief Secretary for Ireland, in the place of Mr. JOHN MORLEY. He again took office as Chancellor of the Exchequer when Lord SALISBURY assumed the leadership of the House, in 1895, and has held the position ever since.

## LOCAL AND GENERAL.

THE GERMAN MAIL of the 12th June was delivered in London on the 14th inst.

THE ROYAL WELCH FUSILIERS may proceed to the N.W. Province of India next October.

THE PLAGUE RETURN for the twenty-four hours ended at noon to-day shows four Chinese cases, three of which proved fatal.

THE CONSUL AT NEWCHWANG, Mr. Harry E. Fulford, C.M.G., has been elected a Fellow of the Royal Colonial Institute.

SHANGHAI'S LOSS is Tientsin's gain, says the local journal; the fine German Band that formerly gave us all such pleasure has returned from the South.

THE OUTPUT from the Tongshan and Linshi collieries during the week ending June 14th was 10,783 tons. During the same period the sales amounted to 8,298 tons.

TRIBUTE RICE is now going on to Peking by train in large quantities. We hear that the cars are taking 500 tons a day at present and the prospect of the immediate future is that this will be increased to 1,000 tons daily.—*P. & T. Times.*

NOTICE TO MARINERS.—The scene of the wreck of the *Pakshan* is now marked by two buoys painted green with "Wreck" in white letters, and which will carry red lights at night. Vessels are cautioned not to approach within 100 feet of these buoys.

THE REV. BRO. FRANCIS, Director of St. Joseph's College, has gone South for a well-merited holiday. He has been having but indifferent health lately, and it is hoped that the trip will restore him to his former strength and vigour. In the meantime the Rev. Bro. Peter will act as Director.

HOTELS IN MANCHURIA.—The *Vladivostok*, of Odessa, publishes a dispatch from Chabin announcing that the Manchurian Railway Administration is constructing in that Manchu centre a huge hotel at a cost of over two millions of roubles. The new structure will contain 450 apartments, a modern, well-equipped first-class restaurant, a theatre, a concert-hall, and a library. The building will be lighted throughout by electricity, and heated by steam.

COTTAM &amp; CO. FOR PANAMA HATS

THE GRAND DUKE BORIS, of Russia, was expected to visit Corea before his departure for home via America.

CONSIDERABLE CHANGES EXPECTED.—Bangkok exchanges report that considerable changes will take place in the Siamese Ministry in the near future.

HIS MAJESTY'S MINISTER at Tientsin accompanied the Vice-Admiral, Sir Cyprian Bridge, down from Peking and has gone with him for a cruise in Northern waters in the flag-ship.

'YOUNGSTER' TO INSPECT FORTS.—H. R. H. Prince Abhakara, a youngster of some 16 or 17 years of age, but the new Deputy General Commander in Chief of the Royal Siamese Navy, was leaving Bangkok on July 3rd to inspect the local forts.

AMERICAN MINT MACHINERY FOR INDIA.—The Farmate Machine Company, of Bridgeton, N. J., is said to have received orders for a quantity of special machinery for the British Government mint, and for a 40-ton coining press, for shipment to India.

THE PAKSHAN.—The evidence before the Marine Court which investigated the sinking of the s.s. *Pakshan* in Hongkong harbour is the most extraordinary we have read for years, says the *Pekin and Tientsin Times*; the verdict was as curious as the evidence.

MR. CARNEGIE'S GIFT.—A summary published of Mr. Carnegie's public gifts, which is apparently authoritative, gives the following results:—United States, \$53,361,673; Canada, \$876,500; Cuba, \$32,000; Ireland, \$65,500; England, \$420,000; Scotland, \$13,978,750.—*Standard* telegram.

PICNIC.—The members of the Catholic Union held a picnic yesterday, and about thirty members were in attendance. The Club's launch left Blake Pier at 5.30 p.m. for Hungshom Bay, where the members had their bath, tea and refreshments, and arrived back at Blake Pier two hours later.

A STATUE OF QUEEN VICTORIA, to commemorate the Diamond Jubilee in 1897 was unveiled at Colombo on the 25th June. The statue which represents the late Queen in coronation robes is in pure Carrara marble, and is the handiwork of the famous London sculptor Mr. Wade. The statue weighs thirteen tons.

FIERY MEDICINE.—When a sick Chinaman consults a doctor he expects the prescribed medicine to take effect at once, says an exchange. Consequently most of the medical practitioners give their patients for a first dose some red-hot mixture, such as tincture of cayenne, which makes the invalids feel as if a torchlight procession were coursing down their throats.

THE CURSE OF GOLD.—Spain is the world's chiefest example of the curse of gold, says the *Kohi Herald*. When gold began to pour into the country from the new world, whole districts went out of cultivation. The people's temper became that of men who have retired from work and have learned to depend on annuities, and to this hour they have never been able to shake that temper off.

PAHANG KABANG COMPANY.—At the Pahang Corporation mines, Sungai Lembing, the output in May was 67 tons of tin oxide from 15.80 tons of stone, with thirty-five heads of stamps running for twenty-three days and with working expenses set at \$25,250. In the same month the Pahang Kabang Company's mine produced 64 tons of the same stuff from 350 tons of stone. Five heads of stamps ran there for twenty-three days with working expenses estimated at \$3,750.

THE THAMES IN DANGER.—Apparently the Thames Steamboat Company is unequal to the effort of even keeping its wonderful fleet afloat in the summer months. When the sharp American steps in with his capital and his up-to-date methods, as he inevitably will do very speedily if something is not done, there will be a tremendous outcry. Such an outburst will relieve pent-up feelings, but it will not give back to the Londoner the lost control of his river traffic.—*London Argus.*

WAR CORRESPONDENT LEAVES HONGKONG.—Captain E. G. Bellairs, of the Associated Press of America, left the Colony by the *Empress of Japan* to-day. He crossed from Manila a few days ago in the *Rosetta* after being entertained at dinner by his many friends, under the presidency of General Chaffee. Captain Bellairs, though he has been connected with America for 15 years, is an Englishman and an ex-officer of the East Surrey Regiment. He has seen service in Egypt and India, and as a war correspondent, has been through the Cuban, Chinese, and Philippine troubles. Everywhere he is extremely popular and as a token of esteem the members of the Manila Press presented him with an engraved gold mounted ebony walking stick a few days ago.

AIR NAVIGATION.—Sir Hiram Maxim, in explaining the probable cause of the latest terrible disaster to M. Severo's air-ship and the fatal issue to the two aeronauts, seems to us to give sufficient reason why air navigation will never become a common mode of transit for men or goods, says a Tientsin paper. There will probably always be the deterrent fear of an appalling accident. The light gases which give a balloon its flotation are all not only inflammable, but highly explosive when mixed with air. Their tendency is to get out either by exuding through the pores of the ship's skin, or by the valves, or by accident, but by whatever means they get out they at once become a source of the greatest danger as they at once mingle with the air, and the proximity of the motor may then explode them. That the fall of the air-ship into the *Amoy* did not affect great injury to life and property was a most wonderful occurrence.

COTTAM &amp; CO. FOR SUN HATS

MACHINE-GUNS ON LOAN.—Machine-guns are to be issued on loan for instructional purposes to all Native Cavalry and Infantry regiments in India not already permanently provided with these weapons.

TIME-KEEPERS MISSING.—Between 3 and 4 a.m. a watchman employed by the Eastern Manufacturing Clock Company discovered three members of the light-fingered fraternity in their premises. He at once gave an alarm, by blowing his whistle to summon the police. Two of the night prowlers departed with four clocks, which are reported as missing but one of them was less fortunate. To escape he jumped from the verandah, about 30 feet high and fell into the street, and was picked up by the police, who conveyed him to Hospital. On going to the Godown to make a search thirteen clocks were discovered as missing, but nine were afterwards recovered by the police on the verandah of the first floor.

THE SANTA CASA DA MISERICORDIA of Macao has issued a bulky blue-book comprising 64 closely printed pages of foolscap. It is the report for the year ended 9th instant, and contains in the appendices copies of the documents relating to the acquisition of the "Boa Vista" hotel by the Santa Casa from its late owner. This hotel came much into prominence last year when the representatives of the French Government were seeking to obtain its purchase from Captain W. E. Clarke before it was assigned to the Santa Casa on the 13th November last. Appendix C to the report before us is a précis of some of the most ancient documents belonging to the Macao branch of this benevolent institution. To historians and others interested in the very first European colony that was founded on the threshold of the Chinese Empire this précis may serve to give a clue to many documents in the archives of Macao which should repay a few hours spent in unearthing facts of interest to the student of the rise and fall of Portuguese influence in the Orient.

## WEST RIVER IN FLOOD.

FIVE VILLAGES SWIFT AWAY.

OTHERS UNDER WATER.

(From Our Own Correspondent.)

The West River is in flood, having risen 66 feet, with the result that all low lying country on the upper reaches is under water. Timber, to the value of \$200,000, stored above Kweichow ready for raft making has broken adrift and sweeping down the river carried away five large villages. Last Saturday evening the steamship *Sai Nam* had to steam for five hours through

BROKEN RAFTS AND WRECKAGE, dead cattle and lumber. Up to the present, \$60,000 worth of timber has been recovered; all the towns at the river side are under water. Last Sunday, at the Wuchow parade ground, a quarter of a mile from the river, boat sailing was indulged in, and Chinese boat races held. Between Shuibing and Samshui an enormous tract of land is 20 feet below the level of the river, and water is only kept out by a huge embankment 20 feet wide. Steaming along the river one can look down on to the big villages.

## THE CLAIM FOR SALVAGE.

"WONG KOI" v. "CLARA."

THE JUDGMENT.

In the Supreme Court this morning His Lordship, the Chief Justice (the Hon. W. M. Goodman) gave judgment with regard to the claim for salvage made by the owners of the s.s. *Wong Koi* for services rendered by the *Wong Koi* in towing the s.s. *Clara* when in a disabled and perilous condition.

His Lordship said:—This is a salvage action in which the plaintiff claimed the sum of \$57,777 for salvage services rendered by the s.s. *Wong Koi* to the s.s. *Clara* in July, 1901. The case was heard by me, with Captain Dordard as nautical assessor, on the 14th and 15th July. The facts are simple, and the defendants paid \$15,000 into court as sufficient, in their opinion, to meet any fair claim. The s.s. *Clara* having left Pakhoi for Hongkong, had reached a point about half way between Pakhoi and Cape Kaml when she broke her propeller shaft and had to anchor. There she remained quite unable to proceed, and sent for help to Pakhoi. Her master stated in his letter for assistance that they were "totally helpless." Without criticizing in detail the evidence on that head, given by the witnesses, it is obvious that if a typhoon had come on—and July is a typhoon month—the *Clara* would have been in a most perilous position even if her water and food had lasted out. The *Clara* was worth some \$65,000, her cargo was worth \$65,569 and her freight worth \$1,000. She had on board 71 passengers, a crew of 28, some 145 pigs and 4,000 packages of cargo (indigo, sugar &c.). The s.s. *Wong Koi*, of 1,115 tons registered burden, and of the value, according to the statement in the petition, of some \$400,000, was at the time at Pakhoi, which port she was due to leave on 15th July, with several hundred coolies and six first class passengers of Banks Island, near Java. On Sunday, 14th July, the message of the master of the *Clara* was delivered to the master of the *Wong Koi*. In due course she got up steam and, at noon on the 15th July, arrived at the place where the *Clara* was anchored and where she had then been for three days. A hawser having been made fast the *Wong Koi* towed the "helpless *Clara*, first to Hoibow and then to Hongkong, which latter port was reached about half past eight on the evening of the 17th July. The distance for which the *Clara* was towed was some 312 miles. After performing this service skillfully and successfully the *Wong Koi* returned to Pakhoi and was able to continue her original voyage

on Monday, 22nd July. On the way to Hongkong, some 44 Chinese passengers were transferred from the *Clara* to the *Wong Koi*. The average net earnings of the *Wong Koi*, in 1901, were about \$351 a day. The parties, after some discussion in Court, arranged, practically to admit that the *Wong Koi* should be deemed to have been delayed in her original voyage for six days, and that she also incurred various actual expenses amounting to \$2,666. That is to say, their ordinary average earnings would have been \$2,166, and she was put to \$2,666 expenses. The question then arises what amount should the Court award for salvage services, taking into consideration the matters I have mentioned. The distinction between ordinary towage services which give rise to a claim for towage, and those extraordinary towage services which give rise to a claim in the nature of salvage must be borne in mind. As pointed out in the recognized works of authority, "Towage" is a contract of service by which a ship agrees to tow another ship from one point to another for the purpose of expediting her on her voyage, whereas an agreement to tow a disabled vessel to a place of safety is not ordinary "towage" it is "extraordinary towage" and is in the nature of salvage. I have had the advantage of considering a great number of cases decided in the Admiralty Courts in England, and of the practical assistance of my nautical assessor. The Court has also had the help of the able arguments of Counsel for both parties, and in the result the amount the Court awards is \$15,300. This sum takes into consideration and includes the expenses incurred by the *Wong Koi*. This sum will be apportioned as follows:—Three-quarters, i.e. \$11,475, will go to the Owners of the *Wong Koi*; one-third of the remaining quarter, i.e. \$5,175 goes to the master; and the remaining two-thirds, i.e. \$3,550 goes to the other officers and the crew of the *Wong Koi*, to be divided in the usual manner. As the amount awarded is larger, though only slightly larger, than the sum paid into court by the defendants, the plaintiffs must have their costs which must be paid by the defendants.

His Lordship proceeded to make a few remarks upon the division of the salvage money, and Mr. Slade, counsel for the defendants, drew His Lordship's attention to the extravagance of the claim. His Lordship agreed that it was an extravagant claim, but said that the plaintiffs on the *Wong Koi* left the amount to be arranged between the owners of the vessels and did not say "Unless you pay me \$57,000, I shall not save you." His Lordship also added: "In your 'Answer' the value of the *Clara* was put at \$23,000, but it was afterwards found it was \$65,000, possibly had been known a little more would have been paid in." Mr. Slade replied: "I think they would have been better advised to pay in \$5,000. It will be within the recollection of many that the ill-fated *Clara* was later on lost last November, in the Haiwan Straits."

FORTHCOMING GARRISON  
PARADE.

DECORATING A NATIVE OFFICER.

We are informed that a Parade of the Garrison will take place on Saturday the 19th instant, (weather permitting) on the Hongkong Cricket Club Ground, Victoria, for the purpose of presenting the Order of British India to a Native Officer, Hongkong Regiment.

Chairs will be reserved for Members of Councils, Members of the Coronation Committee, Heads of Departments, Officers of the Navy and Army, members of the Cricket Club, and their respective wives. The only entrance to the enclosure will be that in rear of the Pavilion, all other entrances are reserved for the Troops.

The massed Bands will commence playing at 5.30 p.m. while the Troops are forming up and a march past will take place after the presentation.

In case of doubtful weather, a notice will be posted up at the entrance to the Cricket Ground postponing the parade to the same hour, on the following Saturday.

## THE S.S. "ZAFIRO" IN DRYDOCK.

BADLY DENTED.

Active repairs to the hull of the *Zafiro*, now in drydock at Kowloon, are proceeding apace. It appears that it was the port side of the vessel that struck a rock near Manila and by the appearance of the damage it is indicated that she first struck beneath the forward break of the hurricane deck where a bend in the bilge keel commences. In one place a little further aft the rivets have carried away and the keel is detached from the side. A succession of dents on the port side of the ship's bottom also extend from about the same line as the commencement of the bend in the bilge keel and they continue right aft. In some places the plates have been bent inwards quite 15 inches. It will be some little time before the ship is fit for sea again.

## SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Bengal*) to-morrow.  
English (*Ballaarat*) to-morrow.  
Australian (*Tishan*) 18th inst.  
American (*City of Peking*) 19th inst.  
American (*Gaelic*) 20th inst.  
Indian (*Kunwang*) 20th inst.  
German (*Bayern*) 23rd inst.  
German (*Sachsen*) 23rd inst.  
American (*Hongkong Maru*) 26th inst.  
Canadian (*Empress of China*) 31st inst.  
American (*China*) 5th prox.

The C. L. Co.'s steamer *Glennora* from Middebro Antwerp and London left Singapore on the 16th inst. and is due here on the 21st inst.

The N. Y. K. Co.'s steamer *Tosa Maru* (American Line) left Shanghai for this port on the 16th inst. and is expected to arrive here on the 19th inst.

COTTAM &amp; CO. FOR WASHING BOW TIES

THE POPULAR  
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## TELEGRAMS.

(REUTERS.)

## LORD SALISBURY'S RESIGNATION.

LONDON, July 14th.  
Lord Salisbury's resignation of the Premiership of Great Britain is due to his indifferent health, and the strain of his official duties.

## ITALY AND RUSSIA.

H. M. The King of Italy has arrived at St. Petersburg on a visit to the Tsar.

## MR. CHAMBERLAIN'S HEALTH.

Mr. Chamberlain continues to progress satisfactorily. The last stitch has been removed from the wound which has now practically healed.

## HIS MAJESTY'S MOVEMENTS.

It is announced at Portsmouth that His Majesty The King will embark on board the royal yacht to-morrow, and proceed to Cowes where the vessel will take up her moorings.

## RESIGNATION OF SIR MICHAEL HICKS-BEACH.

Sir Michael Hicks-Beach has sent in his resignation as Chancellor of the Exchequer of Great Britain.

## THE NEW PREMIER.

There was a crowded meeting of Unionists at the Foreign Office this morning to welcome the new Premier. Mr. Balfour was most enthusiastically cheered by all present.

## DESTRUCTION OF THE CAMPANILE OF ST. MARKS, VENICE.

The famous Campanile of St. Marks, Venice, fell in ruins this morning. Sudden signs of decay were noticed in the tower yesterday, but no immediate danger was feared.

## President again Lands Army.

NEW YORK, July 6th.  
President Roosevelt, in making a speech at Pittsburg on the Fourth of July, again paid high tribute to the Army and civil government in the Philippines. The President, accompanied by his family, is now domiciled at the old homestead in Oyster Bay where he will remain until October.

## Trolley Car Accident.

At Gloversville, New York, during a Fourth of July excursion, two trolley cars collided. Eleven people were killed and thirty-three seriously injured.

## Fatal Yachting Accident.

NEW YORK, July 8th.  
A yacht sailed by Captain T. N. Horn, 95th Company, U. S. Coast Artillery, was capsized off Sandy Hook. Mrs. Horn, her daughter Frances, and Miss MacMahon, the latter a sister-in-law of Surgeon Wagonhouse, were drowned.

## Great Railroad Strike.

Nine thousand freight handlers in Chicago have struck for higher wages, tying up all the railroads entering the city.

## To be Built for and by the Navy.

The Secretary of the Navy has decided to build one new battleship at the New York navy yard.

## Situation in Venezuela Critical.

The Venezuelan situation is critical and President Castro has decided to personally lead his troops against the revolutionists.

## Coaling Station Abandoned.

The U. S. Navy has abandoned its coaling station at Havana, Cuba.

## TYPHOON WARNING.

NOTICE FROM MANILA.

Mr. W. A. Rubler, U. S. Consul General, kindly forwards the following copy of a telegram which he received from Manila to-day:

MANILA OBSERVATORY,  
July 16th, 11:45 a.m.  
The depression lies off the N. W. of Manila, moving towards Continent.

## CANTON NOTES.

(From our own Correspondent.)  
CANTON, July 15th.

THE FRENCH CELEBRATE.  
The fall of the Bastille was celebrated by the French residents on Shamenee yesterday. The houses were illuminated and at night there was a very creditable display of fire-works.

## CANTON AND HANKOW RAILWAY.

There is every prospect that at an early date work will be begun at this end of the road. Captain Rich, who represents the American interests of the Company, arrived from Shanghai last week and is looking over the ground. The engineers are expected in two or three days. The Chinese director is also expected soon. The Chinese are getting ready to supply large gangs of coolies for the work. One gang is being formed in San Ning of several hundred and another in Tung Kun. Hundreds of Chinese are speculating how they can make a little money out of the railroad by supplying something. All available land in the neighbourhood of the terminus has been bought up.

## THE WEST RIVER.

The water has been very high in the West River. Large tracts of land have been flooded. There is great danger that the rice crop will suffer. The dry weather, prevented the planting of the first crop of rice in many places.

## COTTAM &amp; CO. FOR FRESS'S STRAW AND FELT HATS.

Now the heavy rains threaten to destroy the second crop.

## A FIGHT.

A big fight occurred the other day at the steamer landing. One man was brought to the Canton Hospital horribly gashed. His head was full of wounds and his abdomen cut open and the bowels protruding. He may recover.

## ROYAL HONGKONG GOLF CLUB.

## QUARTERLY MEETING.

The only scores returned are—  
MACKENZIE CUP.

Mr. W. J. Saunders ... 103 ... 15=88  
T. S. Forrest ... 90 + 2=92

15 entries.  
ROBEY CUP AND RICHARDSON CUP.

Mr. W. J. Saunders receives 11 strokes 7 down  
T. S. Forrest ... 2 ... 8  
W. W. Clark receives 5 ... 8  
C. H. P. Hay ... 11 ... 10

17 entries.  
POOL.

Mr. W. J. Saunders ... 103 ... 15=88  
G. H. P. Hay ... 103 ... 15=88  
T. S. Forrest ... 87 + 2=89

22 entries.

## TRIAL TRIP OF THE H.M.S. "JANUS."

## A SATISFACTORY ATTAINMENT.

H.M.S. *Janus*, a twin-screw torpedo boat destroyer of 280 tons, under the command of Lieutenant Corbett, made a very satisfactory trial trip to-day. She left her anchorage shortly after 9 a.m. with a few visitors, including the Rev. J. H. France and Messrs. E. A. Bonner and Williamson on board. When she reached the measured mile at the other side of the island a pressure of 33.0 horse power was obtained, while the greatest speed attained during the trial was 22 knots. After about three hours she returned and anchored in the harbour shortly after 2 p.m. All on board enjoyed the excursion, though judging from appearances the coal dust had been flying rather thickly.

## HONGKONG PREPARING LIGHTERS FOR MANILA.

Nine cargo lighters for the Philippine Transport and Construction Company have been landed at the premises of the Hongkong and Whampoa Dock Company in Kowloon ex the s.s. *Melbourne*. There are no sheer legs or other appliances in Manila capable of lifting them, so they have been kept in Hongkong. The Dock Company have also been making alterations and improvements in the lighters, after which they will all be towed to Manila. About the end of May the s.s. *Inverclyde* landed eight more and when proceeding on her voyage to Manila towed two lighters ex s.s. *Melbourne* across. The s.s. *Perla* also towed one, and the s.s. *Palmer* another. The s.s. *Poplar Branch*, one of the new turret ships built at Sir William Duxford's Yard, in Sunderland, arrived alongside the dockyard wharf yesterday, with two more of the cargo boats stowed on deck looking very rusty and ugly. Four of these lighters are complete and now ready for being towed, but the unsettled season is delaying their despatch.

## A QUESTION OF CASE.

## ODD STATE OF AFFAIRS IN TIENTSIN.

The cash question is still urgent in Tientsin, and not within living memory has there been so odd a position of affairs, says the local journal. One large cash is by immemorial tradition equal to two *ching chien* or small cash, but as a matter of fact it one changes a dollar for good sound large cash of respectable origin one gets about 825, while if one takes the rubbishy stuff now offered as small cash he gets as many as 1,800 instead of 1,650 (twice 825). The confusion and indeed actual hardship on the poorer classes are very great, for it is always out of them that the

## MONEY-CHANGERS WINK THE PROFITS.

brought about by debased coinage.  
The T. P. G. would be undertaking fine altruistic work if it could tackle this question, and leave it solved as a legacy of benevolent government. We understand that the Municipal Councils while adhering to their existing schedule of richshaw fares propose to cut themselves of all connexion with the debased cash and the discredit attaching to it, by hereafter issuing their richshaw ticket booklets on a five cent silver basis.

## SULTAN OF KELANTAN.

We have received information that it is the intention of the Sultan of Kelantan, who recently paid a lengthy visit to Singapore, to leave for Europe soon. He will go direct to London, and after remaining there about three months, during which time he hopes to complete his business, he will make a tour of the Continental capitals, following much the same route as that the King of Siam went over a few years ago. It is understood that the Sultan will be accompanied on the tour by his European advisers.—*Straits Times*.

## PRODUCTION OF COFFEE.

The French Consul in Brazil, in a report on the state of trade in that country, states that there is an overproduction of coffee throughout the world, and that in Brazil there is a tendency to restrict the area of cultivation. He says that in the year from July 1, 1900, to June 30, 1901, the total production of coffee throughout the world was 15,460,000 bags of 132 lb each, and that of this quantity 11,500,000 bags were grown in Brazil, 1,500,000 in Guatemala, Costa Rica, Mexico, and Nicaragua, 1,050,000 in Venezuela, Ecuador, and Peru, 480,000 in the Dutch Indies, 450,000 in Hayti, 315,000 in British India and Ceylon, 200,000 in Puerto Rico and Jamaica, and 90,000 in Padang. He estimates the consumption at 14,117,629 bags, leaving an excess of production at 1,342,370 bags.

## GIRAULT FOR BEST FRENCH BREAD.

1 and 10 Loaf.

## IN THE DOCK.

## AT THE MAGISTRACY.

July 16th.

## ON THE MOVE.

Truth is stranger than fiction, but what a dwarf wants with eleven chairs from a singing house is beyond comprehension. At any rate, the gentleman in question, accompanied by two friends worked the deal, and from the evidence taken it seems that a certain student from Canton came to Hongkong with the intention of opening a Chinese Singing Club. He rented a house for \$500 a month, and started in fine style with a capital of \$2,000. The dwarf was engaged as an overseer, but as the institution did not pay the doors were closed. Chairs were left inside, and the late overseer returned with furniture removers and did a little amateur shifting. Rest and refreshments for three weeks.

## GAMBLING.

The police got wind that gambling was going on in one of the houses in Hollywood Road. Sergeant Morrison, armed with a warrant, entered No. 159, and arrested two Indians and seven Malays, who were indulging in a game similar to poker. The result of their interview with Mr. Kemp was that they had to contribute \$3 each to the Exchequer, failing which they will keep away from gambling for ten days.

## LET 'EM ALL COME!

Tea-house coolies, butchers, fishermen, rattle coolies, and goodness only knows what other "professions" were represented at a clan fight in West Point last evening. The cosmopolitan mob were very lively for a while and when Inspector Dymond gave the signal for time it was found that one of the mariners had been seriously stabbed in the back. He was removed to the Government Civil Hospital for treatment, while six natives were taken to the station for safe keeping. Mr. Hazeland took a few words of evidence, and then remanded the crowd until Thursday week.

## JAPS ASSAULT A TONSORIAL ARTIST.

The remanded case in which three Japanese shopkeepers were charged with assaulting a Chinese barber, by stamping on his foot with a wooden shoe, causing a contused wound on his big toe, concluded before Mr. Kemp this morning. He found that the charge against second and third defendants was fully proven and fined them \$5 each or 10 days. The second was further fined \$5 or 14 days for attempting to bribe the police with \$2.10 to let him off. The first defendant was discharged.

## HONGKONG VOLUNTEER CONTINGENT.

## THE ARRIVAL AT VICTORIA.

Though somewhat late to introduce an account of the arrival of the Hongkong Contingent at Victoria, British Columbia, the reports are only just to hand, and as they contain facts which will be of interest to many we clip the account from the *Victoria Daily Colonist* of the 4th June, which also contains three photographic reproductions showing the Drill Sergeant and the Punjabi Sentry, with a Private of the 1st Chinese Regiment in the background; a group of the several contingents on board the *Empress of Japan*, with Capt. James at the companionway; and the 1st Chinese Regiment contingent standing at ease.

When the *Empress of Japan* arrived from Orient yesterday morning, says the report, large blue ensigns flying from every masthead in honor of the peace in South Africa, she presented a very picturesque appearance. The big white liners, with their arrival every three weeks bring as it were, a portion of the Orient to Victoria, and then in truth "West is East beside the land-locked blue." But none were more picturesque than that seen when the *Empress of Japan* steamed to her mooring yesterday morning with the Hongkong and Singapore coterie contingent of 82 men in charge of Major Chapman on board.

Along the rail on the forward deck strapping Punjabi Mahomedans stood erect, looking for their men looked—and neat-looking Chinese soldiers of the King from Wei-Lai-Wei leaned over the rail, while sappers and miners of the Hongkong regiment of Royal Engineers in their Chinese uniforms of blue, with the large red facings and neat sailor caps, gossiped with their compatriots from North China. Close by stood some of

THE KHAKI-CLAD TOMMY ATKINESES of Hongkong, selected to represent their fellows at the pagant of the century. Across the narrow well where the hordes of coolies stood silently on the hatch, a large crowd of the usual tourists from the Far East were seen, with here and there a khaki or red faced blue uniform vieing with the civilian garb, and further aft on the quarter deck were the neat khaki-clad volunteers from Hongkong who had left office and shop to represent the volunteers of the far away outpost of Empire at the coronation. With them were redcoated regulars—and all told there was a gathering on the decks of the big liner unique to Victoria, despite the fact that this city is a garrison town and cosmopolitan in the extreme.

The Mahomedans stood on the forward deck, some smoking in companionable manner—two at a time—from a large hookah, or a little group seated tailor fashion in picturesque undress, their turbans waving, on the hatch playing the western game of whist. Much interest was evinced by the small-sized crowd which gathered at the Outer wharf. The Mahomedans were clad in khaki, with picturesquely colored sashes and large turbans of bright colors. When in undress their appearance was even more spectacular.

## GIRAULT WINES LIQUEURS.

BEER and SPIRIT.

for then their thickly bunched hair which framed their dark faces was partially covered by vari-colored turbans of many designs, and from beneath their flowing loose jackets their military gray flannel shirts looped out with an abandon that was nothing, if not unique, some being partially tucked in the loose trousers, others.

## WORN LIKE A YOKEL'S SMOCK.

Eurasians, Sikhs, Straits born Chinese, heavier set men of North China bearing wounds received in the recent fight against the Boxers, Punjabis and Pathans—all were represented in the 83 soldiers of all ranks bound to London to take part in the coronation procession.

The Wei-hai-wei contingent, consisting of 14 men, were dressed in loose fitting trousers of khaki caught at the knee in black puttees, and a blouse, which was very loose fitting. They wore black turbans on the front of which was a crest representing the great gate of Tientsin, which was given to the regiment in recognition of the fact that they were the first of the foreign forces to enter when the city was relieved. Three of them were wounded at the battle of Tientsin, and all the Chinese regiment acted well under fire that day. Capt. James, of Wei-hai-wei, instructor of the Chinese regiment, was in charge of the native part of the contingent. There is some danger of the disbandment of the Chinese regiment, of which these men are a part, in the general abandonment of Wei-hai-wei, by the British government.

The sappers and engineers are mostly Malays and Chinese, and attached to the Royal Engineers at Hongkong. These men are garbed in uniforms differing little from the ordinary Chinese costume, were it not for the

## HEAVY RED FACINGS.

on the blue serge. They wear sailor hats with the words Royal Engineers on the brim. There were six representative sappers and engineers in the contingent. The Punjabis, who are attached to the Hongkong Military Police force and the Royal Garrison Artillery numbered 23, and showed themselves to be a well drilled body of men, when Subadar Hjar Singh ordered his company to fall in.

The volunteers who stood in groups at the other end of the liner's decks are mostly well-to-do young men of Hongkong, employees of banks, offices, warehouses, etc., who are members of the militia of the gateway to Orient, and under Capt. Armstrong they are bound 22 strong to London. The regulars, members of the Hongkong regiment of the R. G. A. numbered 14, and all told there were 83 men who were under the command of Major Chapman, the officer commanding the contingent.

Large brown canvas bags, the name of each man painted boldly thereon in white lettering, were being industriously filled with the various articles that go to make up a "kit." Nor has the government been unsparing in small matters, for in each bag, banded in promiscuously with a couple of shirts, were a couple of bottles of brown leather polish, a box of brass paste, a cleaning brass brush, "selyvt" polishing cloth, and many other sundries, too numerous to mention. The shirts, it may be added are the stock size. 'Tis said extremes meet, it appears as if they must do on this occasion.

## Most of the members of the contingent have WAR RECORDS;

in fact they have been picked according to their services. Subadar Major Sardar Khan, the native officer in command of the Punjabis, was created a commander of the Indian Empire for the bravery displayed by him on the occasion of the relief of Peking, when he led his Sikhs, the first of all the foreign troops into the street of the legations where the pent-up people cheered loudly as the Chinese filed before the black-bearded stalwart men of India. Subadar Major Sardar Khan has also a record for further bravery, and is proud of the distinction given him in recompense. He was in charge of a small force which held a garrison against thousands of Boxers, and at the head of his troops he routed the besiegers with the bayonet.

## OFFICIAL WELCOME.

Col. Holmes, together with Lieuts. French and Gilman from Work Point, and two officers of H.M.S. *Grafton*, met the visitors to welcome the contingent on behalf of the local forces, and His Honour the Lieut-Governor went to the steamer to welcome the soldiers. These was no civic reception, nor martial sound of fire or drum—not even a cheer was given by the numbers on the wharf—while Vancouver had arranged to welcome them noisily on their landing there last night.

The contingent, although men of many castes, colours, and races, was a jolly one, and at the request of some photographers lined up on the forward deck to allow the kodak fiends to work.

The stay here was a brief one, none of the contingent leaving the liner, which departed about an hour after she arrived, for Vancouver.

## THE POSITION IN CHINA.

The Belgian Ministerial organ, the *Journal de Bruxelles*, says that certain journals have stated that Belgium has protested against the arrangement made by China and England for the restoration to China of the Peking-Shan Hai Kwan Railway. They attach to this protest a meaning which it does not possess, and are mistaken as to the motives which inspired it. Belgium confined herself to claiming the execution of the engagement entered into by Li Hung-chang to apply exclusively to the Belgian company, the Société d'Etude de Chemins de Fer en Chine, for the construction of the line from Peking to Tientsin.

We have already referred to the articles by a Volunteer on the French troops in China during the disturbances, that have appeared in *La Revue*. There are certainly some very unflattering statements, for the writer describes

## GIRAULT CONFECTIONERY.

for the best assortment of

the turning of Chinese corpses out of their coffins and burning the latter for fuel; the

LOOKING OF THE SMALLER VILLAGERS and bringing the plunder to some of their officers, and being sent out apparently to hunt for young and pretty Chinese girls for the said officers. "We had lighted a fire in a corner of a village, some of the houses were in flames, and we were ransacking the others. In one hut I and my mates were lucky enough to lay hands on a beautiful young girl. They tried violence on her, but the mother snatched her from our brutalities, dragged her to the far end of the burning village, and threw herself into the flames with her." Orders were to enter all villages, and raze to the ground all those offering or likely to offer resistance. Chinese and their carts were requisitioned everywhere when wanted, and, as pay, obtained the remains of the French soldiers' meals. Those who rebelled they beat; those who fled were well kicked and finally shot.—*London & China Express*.

## Co-day's Advertisements.

## KOWLOON INSTITUTE.

## A CONCERT.

Will be held in aid of the Funds of the above Institute.

TO-MORROW (THURSDAY), 17TH JULY, AT 9 P.M.

## FARCE ENTITLED "POOR PELLICODDY."

Tickets \$1 and 50 Cents.

Hongkong, 16th July, 1902. [748d]

## \$10 REWARD.

LOST A FOX TERRIER BITCH, in Lower Pap, White, with Black Head, Tan Lower Jaw, and very Small Black Spot on Left Flank. Answers to the Name of "JESSIE."

The above Reward will be paid to any person bringing her to me at the HARBOUR OFFICE between the hours of 10 and 5.  
HASIL TAYLOR.  
Hongkong, 16th July, 1902. [749d]

## NOTICE.

THE PARTNERSHIP between the undersigned was Dissolved by Mutual Consent on the 12th July, 1902.

W. LYSAGHT & SON.

Hongkong, 16th July, 1902. [750d]

## NOTICE TO MARINERS.

## HONGKONG HARBOUR.

REFERRING to Government Notification No. 317 of 1902, the Wreck of the s.s. "PAKSHAN" is now marked by two Buoys painted Green with WRECK in White Letters, and which will carry Red Lights at Night. Vessels are cautioned not to approach within 100 feet of these Buoys.

R. MURRAY RUMSEY,  
R. Com., R.N.,  
Harbour Master, &c.

Harbour Department,  
Hongkong, 16th July, 1902. [751d]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship

## "HAICHING."

Captain Hodgins, will be despatched for the above Port, on FRIDAY, the 18th instant, at Noon.

For Freight or Passage apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 16th July, 1902. [752d]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, KARRACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

## THE Steamship "CHINA."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Yarn will be landed at Lap-Sap-Wan Godown Lot No. 1295-5.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately. This Steamer brings cargo from Levant Ports ex s.s. *Eulerpe* and *Lipero*.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underigned before Noon, on the 22nd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 16th July, 1902. [753d]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

## THE Steamship "MARIA VALERIE."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underigned before Noon, on the 20th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 16th July, 1902. [754d]

## HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.

FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H. E. POLLOCK, Esq., K.C.

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The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travel, &c., and Works of Reference, and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordinance Office, Hongkong, 28th December, 1901. [755d]

## Intimations.

## IN THE SUPREME COURT OF HONGKONG.

## PROBATE JURISDICTION.

IN THE GOODS OF JOHN KENNEDY, LATE OF VICTORIA, IN THE COLONY OF HONGKONG, DAIRYMAN AND LIVELY STABLE KEEPER, deceased.

NOTICE is hereby given that His Honour the Chief Justice has, in virtue of Section 88 of Ordinance No. 5 of 1897, made an Order limiting to the 12th day of August, 1902, as the time for Creditors to send in their Claims against the Estate of JOHN KENNEDY, late of Victoria, in the Colony of Hongkong, Dairyman and Lively Stable Keeper, who died on the 19th day of April, 1902, at Victoria aforesaid, and Probate of whose Will was granted by the Supreme Court of Hongkong in its Probate Jurisdiction on the 25th day of April, 1902, to DAVID KENNEDY of Victoria aforesaid, Assistant to the late JOHN KENNEDY, and GODFREY CORNEWALL CHESTER MASTER of Victoria aforesaid, Solicitor, two of the Executors named in the Will of the said JOHN KENNEDY.

NOTICE is also given that all such Claims are to be sent in writing to the Undersigned prior to the said 12th day of







We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on a form already supplied gratis, with the latest available information every day.



**Fancy Drapery Dept.**

Hosiery, Gloves.  
Ribbons, Laces.  
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Drills, Hollands.  
Flannels, Flannelettes.  
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Boots and Shoes, &c., &c.

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Shirts, Collars.  
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Boots and Shoes.

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MANILA AND BRAZILIAN STRAWS. ALSO THE NEWEST SHAPES IN LADIES' SAILOR HATS JUST ARRIVED.

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A FRESH STOCK OF ALL THE LATEST STYLES IN  
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CHIFFON TIES IN ALL COLOURS.

GREAT VARIETY IN LACE AND NET COLLARETTES.

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CHOICE SELECTION OF FLOWERS AND FOLIAGE FOR MILLINERY  
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NEW CRETONNES, REPPS AND SERGES, NEW CARPETS, SQUARES, AND RUGS.

NEW TAPESTRY AND CHENILLE CURTAINS AND TABLE COVERS.

COOKING AND HEATING STOVES AND RANGES. OIL STOVES AND LAMPS, REGISTERS,  
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**DRESSMAKING DEPARTMENT.**

This section of our business is a new venture and has met with extraordinary success during the past 7 months.

All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.

We intend making this department a specialty and ladies will do well to give us a trial.

Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.

Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

Space will not allow us to quote the thousands of articles stocked in this establishment, but two words will convey all that is necessary, viz., GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

July 16th.

R. G. HECKFORD  
MANAGER